

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 8598

號五初月六年三統宣

FRIDAY, JUNE 30 1911 五拜禮

號十三月六年英港香

\$30 per ANNUM.
SINGLE COPY 10 CENTS.

SPECIAL TELEGRAMS.

THE KING AND THE CITY.

REPLY TO ADDRESS.

[THE "TELEGRAPH" CORRESPONDENT.]

London, June 29, 8.15 p.m.

Enormous crowds welcome the Royal party in their progress through the city to-day.

His Majesty, in replying to the address presented on behalf of the city, said he fully recognised the steadfast loyalty and public spirit of the citizens of London.

THE SHIPPING STRIKE.

CAUSING FAMINE.

[THE "TELEGRAPH" CORRESPONDENT.]

London, June 29, 8.15 p.m.

In consequence of the strike in the shipping trade, a provision famine has been caused in the North.

HOME RACING.

[THE "TELEGRAPH" CORRESPONDENT.]

London, June 29, 8.15 p.m.

The result of the Princess of Wales' Stakes was as under:—

- | | |
|--------------------|---|
| Swynford | 1 |
| Lemberg | 2 |
| King William | 3 |

JAPANESE ROYALTIES AT THE CORONATION.

AN EXPRESSION OF THANKS.

[“INDEPENDENT NEWS” AGENCY.]
Tokio, June 30.

Their Majesties the Emperor and Empress personally sent a telegram yesterday thanking the British Royal Household for the cordial treatment that had been accorded to the Japanese Embassy amongst whom was Prince Higa-Shifushima.

FLOODS IN HIROSHIMA.

LOSS OF LIFE REPORTED.

[“INDEPENDENT NEWS” AGENCY.]

Tokio, June 30.

The heavy rainstorms that have been raging since the 24th instant in Hiroshima and district, have resulted in causing a large flood. Numerous houses have been wrecked and loss of life is reported.

REUTER'S TELEGRAMS.

HOME POLITICS.

NAVAL PRIZE BILL.

[SERVICE TO THE "TELEGRAPH."]

London, June 29, 1.40 p.m.

In the debate on the Naval Prize Bill in the House of Commons, Rt. Hon. R. McKenna, First Lord of the Admiralty, replying to the criticisms of the opposition to the Declaration of London and the demand for the views of the Admiralty experts, said that at least four Directors of the Naval Intelligence Department, also the Sea Lords, Admirals Fisher and Wilson, favoured the Declaration.

THE PARLIAMENT BILL.

London, June 29, 1.30 a.m.

In the discussion in the House of Lords on the Parliament Bill, with reference to "tacking," Viscount Haldane, expounding the Government's views, said that though Mr. Asquith, the Premier, had defined "tacking" as the inclusion in a Financial Bill of extraneous provisions directed towards social and political purposes, he had never suggested that a Money Bill must be devoid of such purposes.

The amendment proposed by Lord Cromer, providing that bills, which a joint committee of the two Houses had decided to be exclusively financial, shall be subject to Clause II., enabling a delayed biennium, was adopted.

Viscount Haldane and Lord Halsbury vainly protested that this was an encroachment upon the privileges of the House of Commons.

ARBITRATION TREATY.

U.S. AND BRITAIN.

[SERVICE TO THE "TELEGRAPH."]

London, June 29, 1.40 p.m.

It is reported from Washington, that after a conference between President Taft and the Right Hon. James Bryce, British Minister to the United States, it was announced that the Anglo-American Arbitration Treaty had been practically completed.

REUTER'S TELEGRAMS.

GOLF CHAMPIONSHIP.

LATEST RESULTS.

[SERVICE TO THE "TELEGRAPH."]

London, June 29, 2.5 p.m.

Amongst the latest scores returned in the second round of the Open Golf Championship, played at Eastbourne, are the following:—

Alec Taylor, 148.

Moran (Irish Champion), 150.

A. Hord, 150.

EXCITING TIES.

In the concluding stages of the Open Golf Championship the play was intensely exciting.

Mussy and Vardon tied with scores of 303 each.

Hilton and Hord tied at 304.

Braid and Ray tied at 305.

TROUBLE IN PORTUGAL.

CALLING OUT RESERVES.

[SERVICE TO THE "TELEGRAPH."]

London, June 29, 2.45 p.m.

A big tramway strike has occurred in Oporto, inducing the Lisbon Government to take special measures in view of a simultaneous political agitation.

As a consequence, the Government have given orders for a considerable military display to be made in North Portugal and have called upon the reserves of the last three years to join the colours.

THE CORONATION.

THEIR MAJESTIES' THANKS.

[SERVICE TO THE "TELEGRAPH."]

London, June 30, 12.30 a.m.

By Royal authority there has been published a message from Their Majesties King George and Queen Mary, expressing their deep appreciation of the reception accorded to them throughout the Coronation period. A formal expression of appreciation will be issued shortly.

In the afternoon, Field Marshal Lord Kitchener was summoned to their Majesties' presence and received hearty Royal thanks for the manner in which the military arrangements had been carried out.

H.M. the King has promulgated a message of thanks to the Army.

REUTER'S TELEGRAMS.

THE SEAMEN'S STRIKE.

TRANSPORT WORKERS' THREAT.

[SERVICE TO THE "TELEGRAPH."]

London, June 29, 9.25 a.m.

At Hull the strikers, having failed to induce the employees at Messrs. Reckitts' starch works to join them in the strike, smashed the windows of the mill.

The police charged the mob with batons drawn and dispersed the rioters.

Mr. G. R. Askwith, Comptroller General of the Labour Department of the Board of Trade, has arrived at Hull to try to bring about conciliation.

The National Transport Workers' Association, at a meeting in London, resolved that unless the shipping dispute is settled by the 1st of July (tomorrow) they will take drastic measures to bring about a settlement.

STRIKERS' VICTORY.

[SERVICE TO THE "TELEGRAPH."]

London, June 30, 7.5 a.m.

The strikers are proving victorious everywhere.

The Cunard Line and other leading shipping lines at Liverpool have agreed to recognise the Seamen's and Firemen's Union.

At Bristol, Avonmouth and Grimsby the men's terms have been accepted.

At Hull the Board of Trade is arbitrating with a view to a settlement of the dispute.

IMPERIAL AFFAIRS.

A NON-PARTY COMMITTEE.

[SERVICE TO THE "TELEGRAPH."]

London, June 29, 9.25 a.m.

At a conference held in the House of Commons yesterday, a committee of the Lords and Commons and Dominion legislators resolved to form a non-party organisation, having a branch in each of the Dominions entitled to Empire parliamentary union, with a view to the exchange of information and of closer intercourse between the legislators of the Empire.

The draft scheme was approved and referred to a sub-committee to consider details.

REUTER'S TELEGRAMS.

THANKSGIVING SERVICE.

AT ST. PAUL'S.

[SERVICE TO THE "TELEGRAPH."]

London, June 29, 11.5 p.m.

In bright sunshine, great crowds assembled along the route of Their Majesties' progress to attend the Thanksgiving Service at St. Paul's Cathedral.

Their Majesties received the city's welcome at a banquet held at the Guildhall.

There was a salute of guns and vast cheering as the procession left Buckingham Palace.

The procession consisted of the Sovereign's escort, three carriages conveying the lords and ladies in waiting, the King's aide de camp, Indian orderlies and the State landau, drawn by six bay horses.

His Majesty wore the uniform of an Admiral. The Queen and Princess Mary were dressed in white, and the Prince of Wales wore the uniform of a naval cadet. Field Marshal Lord Kitchener rode behind the Royal carriage, while the Life Guards brought up the rear.

There were continuous manifestations of enthusiasm as the procession passed along the Mall, the Strand and Fleet Street to St. Paul's.

After a brief service in the Cathedral, Their Majesties were accorded a magnificent and whole-hearted reception on their way through the city to the Guildhall, where there were superb floral decorations. The Banqueting Hall was adorned with a profusion of red and white roses.

The company present was of the most brilliant description. Almost every British Royalty was present.

Driving in open carriages after the procession, General Louis Botha and Mrs. Botha (South Africa), Hon. Andrew and Mrs. Fisher (Australia), and Sir Wilfrid Laurier (Canada) were loudly cheered and bowed constantly in acknowledgment.

REUTER'S TELEGRAMS.

AT THE BANQUET.

London, June 29, 11.55 a.m.

At the banquet in the Guildhall there were only three toasts, "The King," "The Queen and Royal Family," and "The Lord Mayor and Corporation." These were received with acclamation. There were no speeches.

RETURN JOURNEY.

The return journey was made by way of Moorgate Street through Islington, Oxford Street, the Marble Arch. The people of North London gave Their Majesties a stirring welcome.

HOME RACING.

PRINCESS OF WALES' STAKES.

London, June 29, 11.55 p.m.

The result of the race for the Princess of Wales' Stakes (one and a half miles) was as follows:—

- | | |
|--------------------|---|
| Swynford | 1 |
| Lemberg | 2 |
| King William | 3 |

Five ran. The betting was 3 to one against Swynford, 6 to 4 on Lemberg and 9 to 2 against King William.

A NEW DREADNOUGHT.

FOR RUSSIA.

[SERVICE TO THE "TELEGRAPH."]

London, June 30, 7.5 a.m.

The first Russian Dreadnought, the Sebastopol, has been launched from the Baltic Yard at St. Petersburg.

ADMIRAL TOGO.

VISITS OLD TRAINING SHIP.

[SERVICE TO THE "TELEGRAPH."]

London, June 30, 7.5 a.m.

Admiral Togo of Japan visited his old training ship, the Worcester, at Greenhithe and addressed the cadets, who cheered the veteran lustily.

CHINESE TELEGRAMS.

INDUSTRIAL BODY.

NATIVE MANUFACTURES.

[“SHUNG PO” SERVICE.]

Peking, June 29.

The new Cabinet has instructed the Industrial Body to promote the native manufactures of China.

FOREIGN GARB.

FOR CHINESE OFFICIALS.

[“SHUNG PO” SERVICE.]

Peking, June 29.

The Ministry of Foreign Affairs has memorialized the Throne about introducing foreign garb for Chinese diplomatic officials. The Ministry proposes the adoption of the Japanese dress.

THE EMPRESS DOWAGER.

ENORMOUS EXPENSES.

[“SHUNG PO” SERVICE.]

Peking, June 29.

Prince Ching has instructed the Imperial household to prepare Tls. 13,000 daily to meet the Empress Dowager's expenses in the Summer Palace.

SEVERE FLOOD.

IN HUNAN.

[“SHUNG PO” SERVICE.]

Peking, June 29.

The southern and western gates of the Shoung Tak-fu in Hunan have been washed away by the floods.

CHINESE LABOURERS.

ENGAGED BY RUSSIANS.

[“SHAT PO” SERVICE.]

Peking, June 29.

The Russians are now engaging a large number of Chinese labourers at Kirin.

The Governor of Kirin has lodged a protest against this, but without effect. He has now telegraphed to the Ministry of Foreign Affairs to settle the matter.

EXPLOSION OF MAGAZINE.

ENQUIRY MADE.

[“SHAT PO” SERVICE.]

Peking, June 29.

By order of the Army Board, investigations have been made with regard to the cause of the recent explosions occurring at Paoingfu in the province of Chihli.

Nothing of a suspicious nature has been discovered.

The Weather Forecast.



FOREIGN NEWS ITEMS.

France.

Trouble arose in Paris recently on the occasion of the celebration of the beatification of Joan of Arc. About a thousand manifestants gathered round the Joan of Arc statue in the Place Saint Augustin, where a large force, both foot and mounted, of Republican Guards was on duty, and prevented any speeches being delivered. A procession was accordingly formed to march to another statue, but the Prefect of Police intervened. For answer the manifestants made a rush, broke through the police cordon, and ran helter-skelter to the other statue, where some wreaths were deposited. A magistrate was attacked and injured, and 30 arrests were made.

Spain.

Five persons were killed in an encounter between Carlists and Socialists at San Feliu de Llobregat, near Barcelona, namely, one Carlist, three Radicals, and a rural guard.

Many were injured, including a gendarme, who received two revolver shots, in the mouth and the thigh.

Italy.

The collapse of a public well at Polignano, a town of Apulia, has caused the deaths of 28 persons who were precipitated into the water. The inhabitants of the town, exasperated by the occurrence, vented their wrath in acts of destruction of property.

Hungary.

A fatal fight with police occurred at Kroszbach as the result of a dispute outside an inn. Some people, including several soldiers, were dancing in the road, when the gendarmes ordered them into the yard. On the dancers refusing to obey these instructions, the police arrested a couple of the men, whereupon the others attacked the police, who opened fire with their revolvers, killing a woman.

The whole village was quiet in an uproar, and the police found themselves driven into a corner, with a howling mob threatening vengeance. A man was killed and two other persons were wounded before police reinforcements arrived and put a stop to the fight.

Russia.

The Berlin papers state that the Kaiser will meet the Czar this summer at Bjorkoe, in Finland.

Turkey.

The Porte has sent a Note to the Powers assuring them of its peaceful intentions. The Russian Ambassador has thanked Rifat Pasha for his efforts in moderating the tone of the Turkish Press.

Chili.

A telegram from Iquique states that a party of Peruvians attacked some Chilians, and this led to rioting. The Peruvian Consulate was stoned and the escautcheon torn down. The authorities have asked for the immediate dispatch of a warship to enforce the maintenance of order, as popular feeling against the Peruvians is running very high.

Bulgaria.

The Council of Ministers has decided that Turkey's reply respecting the murder of Capt. Georgioff on the Turko-Bulgarian frontier is unsatisfactory. Instructions have, therefore, been sent to the Bulgarian Minister at Constantinople to present a further Note to the Porte on the subject, couched in particularly energetic terms.

Uruguay.

The Cabinet has so far come to no decision with regard to the strike, but representations made by Ministers to the tramway managers afford ground for hope that a satisfactory settlement will be reached. Troops have been drafted into Montevideo from the provinces.

With the exception of some collisions between strikers and the police, in which some persons were injured, there has been no disturbance of order, and no lives have been lost.

Earl Fortescue.—No machine is so wonderful as the human hand, guided by the human eye. Archbishop of York.—There is a great danger among our more educated women of desecrating of mind, conviction, and conscience.

PEGOH ESTATE.

Opening of the New Rubber Factory.

Quite a large party of local personalities foregathered at Pegoh recently to witness the opening of the new factory on Pegoh estate. Such an important occasion in the career of a young concern could hardly have been allowed to pass without being fittingly celebrated, and it was a happy idea on the part of the staff to ask their friends to tiffin for the purpose. Good weather favoured the guests for their run from Malacca, but unfortunately towards the end of the proceedings it broke up and an unrehearsed spectacle, in the form of one of the worst floods ever seen in the neighbourhood, was afforded the visitors. Before sitting down to tiffin Mrs. Simo (wife of the managing director of the company) gracefully broke a bottle of champagne over the engines at the same time expressing her good wishes for the factory's success—a sentiment which was received with acclamation by all present. The company then sat down to an excellent tiffin presided over by Messrs. Sidney Moorhouse, Gordon Black and H. J. Stecker.

The new Pegoh factory is probably one of the most completely equipped buildings of its kind in the country and, both in point of workmanship and fittings, reflects the greatest credit on its designers and builders, Messrs. Riley, Hargreaves and Co. Ltd. The main shed is built up entirely on a steel-work frame with corrugated iron sides and roof, and measures 125 ft. by 40 ft. Behind is a smaller shed which serves to house the producers besides providing accommodation for a fitting shop and a store room. The power plant consists of two 62 h.p. Ruston Proctor suction gas engines fed by no less than three gas producers. The engines are entirely independent so that either one or the other can be used to drive the rubber-making machines as required or in case of failure of any one engine. In addition there is a spare producer for emergency. Such an installation is naturally a costly one, but as a stoppage of the factory for even a single day would be a serious matter, the precaution taken by the directors in duplicating the motive power will undoubtedly prove its wisdom in time. The rubber making machines are six in number and all of the famous Bertram make. They are driven direct by shaft gearing, thus obviating the trouble of belts. These machines are arranged in two batteries of three machines so that either battery can be put into operation independently of the other. At the same time each machine is provided with its own clutch whereby it may be thrown in or out of gear. The following is a list of the guests who were present at the opening ceremony:—

Hon. F. W. Collins, Mr. and Mrs. W. M. Simo, Dr. and Mrs. Rattray, Mr. and Mrs. R. W. Dunn, Mrs. E. G. Weir, Messrs. J. Malcolm Lyon, F. R. Hill, P. C. Morris, A. W. Vick, J. M. Sims, J. B. S. Morton, J. M. Armstrong, H. L. Weir, A. C. Baker, S. Lupton, R. Perrett and G. B. Stratton.

BURIED TREASURE IN COCOS ISLAND.

An expedition landed by the steamer Stanly Dollar at Cocos Island to search for treasure is led by Mrs. B. Till, widow of a noted London clergyman, and Miss L. B. Davis, her secretary, and it is stated (says the "Japan Daily Herald") that these two women financed the party which will seek the treasure with the object of utilizing it, if found, for the amelioration of conditions of the poor in London. The two women stated to officers of the Stanly Dollar that they had secured a share from a dying man tended by them in a London hospital, who stated he had received it from one of the pirates who was on the bark Mary Dier when the treasure was stolen from Lima and buried on Cocos Island.

Sir George Reid.—As long as your public men are incorruptible there is room for a lot of harmless political dynamite.

CRITIC ON ENGLISH SCHOOLS.

The opinion of an Austrian educationist, Richard Puchleitner, of Prague, on the elementary education London children get in the Council schools, is refreshing to Londoners, who have been taught to believe that children lucky enough to be German are always educated in a way which gives them a decided advantage in after life over the unfortunate little Britisher.

This Austrian educationist went to London, and, with the ready assistance of the L.C.C., made a careful study of the system in the elementary schools here. His report has just been published in Austria.

"Speaking generally," he says, "in Germany and Austria people have a rather poor opinion of the English school system. Are they right?" He proceeds to show they are not.

Herr Puchleitner's principle in education is that you must learn "not for the school but for life." He thinks that the London elementary school system is admirably adapted to awaken in a child a knowledge of its own nature and of the world about it.

Again, "I was much struck by the marked attention which the boys and girls paid to the lessons without that strictness with which we are accustomed because of the playfulness and inattention of our children—things which to my astonishment I missed in the classes I visited. With our system the children become too playful, and in some cases even malicious. On that account the teacher can control only with a certain amount of difficulty. The fact was told to me that in English schools nothing is really forbidden, and yet the teachers have not that 'discipline' question to deal with."

He noted what he thought was an extraordinary lack of compulsion—that the teacher did not compel the scholar nor the headmaster the teacher, nor the inspector the headmaster. "Yes," says he, "freedom does not make for lack of restraint or indolence, but for independence, the consciousness of responsibility and enjoyment of the task." He was taken into a class, and the head teacher asked the boys to describe the appearance of himself, or the teacher, or the visitor. A boy got up and singled out the visitor for criticism, saying some pleasant things, but telling Herr Puchleitner that his boots were dirty. This frankness without fear was a revelation to him.

"In the elementary schools the foundation of good work for the community is laid. A comparison between the English and Austrian schoolmasters is much in favour of the former."

BANGKOK'S WATER SUPPLY.

The contract for twelve filters required for the Bangkok water works has been placed by the Government in the hands of Jewell Filter Co., of New York, London and Calcutta, the price to be paid being £16,750. A canal for the Bangkok water works will tap the river at Chongrak about 25 miles above the city and bring the water to Samson, where the purifying plant will be erected. It will first be pumped into four large settling tanks, 15 ft. high built of ferro-concrete, and run by gravity into the filters which are 17 ft. in diameter and 12 ft. high, and after filtration passes into under-ground reservoirs, and then is again pumped to raised reservoirs so that it will flow through the distributing pipes by its own gravity. The daily capacity of this plant is 23,800 cubic meters or 9,330,000 gallons. This allows an average of ten gallons per head for the population of Bangkok.

DON'T FORGET.

Friday, 28th June.
Victoria Cinematograph, 9.15 p.m.

Tuesday, 4th July.
American Independence Day.
Hippodrome Circus opens.

Saturday, 8th July.
Gymkhana Meeting 2.30 p.m.

IMPORTANT MEETING OF IMPORTERS.

At Bangkok.

On June 16, in response to an invitation conveyed at the instance of the Siam Importers' Association, a well-attended gathering of business men took place, to urge upon the Government the advisability of putting into force with as little delay as possible the new Bankruptcy law and other legislation affecting various matters of considerable importance to Bangkok business men generally, and importers in particular.

Mr. A. Berli occupied the Chair and explained that the meeting had been called by the Siam Importers' Association, to ask the Government to take steps to put into force the promised new Bankruptcy laws, as well as to take other legislative action with regard to matters which at present acted adversely towards trade.

The following are the more important points:—

"The right of appeal from any judgment of a Court of first instance, without leave from that Court and on any frivolous ground, defeats the ends of justice because it is used to prevent the judgment creditor from levying execution on the goods of the debtor until the appeal has been decided, and that may take from five to six months. Meantime, in many instances, the judgment debtor is declared a bankrupt, and the judgment creditor, despite all the trouble and expense he has been put to in obtaining judgment, receives the same dividend as the other creditors."

"Under the present procedure, at the time of filing an action, for money due it is possible to obtain an order to attach the property of a debtor who is removing the same in order to defraud his creditors. This attachment of property before judgment is, or rather should be, a most useful provision, but an application for such an order can only be heard in open Court. As a result cases occur in which two days elapse before the application can be heard. In any case, with an application in open Court, a friend of the debtor often hurries off to tell him while the application is being made. By the time the creditor has obtained his order from the Court and has got the High Sheriff's department to act, there are, in such a case, very few goods left to be attached."

"In November, 1909, the Siam Importers Association and others petitioned the then Minister of Justice, setting out the reasons why the Bankruptcy Law was inadequate for proper protection of merchants carrying on business in Siam. They were assured that the law was in process of being amended, and that the points specially emphasized by the Association would as far as possible be given effect to. Since then the promise to issue an Amended Act has more than once been repeated, but merchants are still without any further protection."

"As a result of the jurisdiction over British subjects being transferred to the Siamese International Courts merchants suffer loss and inconvenience in several ways. A large number of the traders are Indians, and other Asiatics registered at the British Consulate. Formerly, if a British subject committed a crime, a warrant was issued without any unnecessary delay on application to a British Judge. Now the application has to go with his witnesses, who have all to make their statements in open Court, and usually it takes at least four hours from the time of reaching the Court before the warrant is signed. It has happened in several cases that as a result the accused is warned and escapes, and there is no extradition with foreign countries."

"Further, when Indian witnesses have to be called in an action against an Indian British subject the plaintiff has to procure an interpreter, otherwise the case cannot proceed. Before the Anglo-Siamese Treaty the British Court for Siam had an experienced interpreter attached to the Court and it seems very unreasonable that a Siamese Court which has taken over the jurisdiction of the old British Court has not also taken over a thoroughly capable interpreter."

Prepaid Advertisements.

25 WORDS \$1 for 3 in column or \$2 for one week.

TO LET.—ONE ROOM suitable for Office use on Second Floor, Prince's Building. Apply to J. M. Myerlin & Co. [1282]

HOUSE TO LET in Khatford Terrace, Kowloon. Apply to—The Hongkong Land Investment and Agency Co., Ltd. [1104]

proter, so that the work of the Court can be carried out expeditiously and in a proper manner.

"Finally the case with which judgments are obtained—without any substantial ground and without any penalty—is very often taken advantage of by fraudulent debtors."

It was decided that a petition asking for the enforcement of the Bankruptcy Laws be drawn up and presented to the Minister of Justice, the petition to be drawn up by Messrs. Scott, Keddie and the Secretary.

SELANGOR COCONUTS, LIMITED.

The statutory general meeting of Selangor Coconuts, Ltd., was held at Kuala Lumpur on June 16, says the "Malay Mail." There were present, Messrs. E. Macfarlane (in the chair), G. H. Day and A. K. E. Hampshire.

The Chairman said:—The company was registered on February 16, 1911, and the number of shares allotted was 50,000, the full number offered, the issue being over-subscribed. So far, it has only been necessary to call up 50 cents per share, which represents the amount payable on application and allotment, but the progress made in prospecting and other preliminary works will necessitate a call in the near future, of which a month's notice will be given. The preliminary expenses and registration of the company amounted to \$1,116. The balance of the share capital will be raised by a company of this size. A manager, Mr. F. L. Dale, has been appointed and took up his duties on May 12. Mr. Dale has had experience in working Javanese labour in Sumatra, and I hope and believe that we have secured in him the right man.

It will be remembered that, prior to the registration of the company, no prospecting or preliminary work of any kind was possible, in the absence of a vendor syndicate, the shareholders in this company being virtually the original applicants for the land. Mr. R. W. Munro, who has had a long experience in this class of cultivation in the district, has been engaged in very thorough prospecting operations with the assistance of a trained surveyor. I am glad to be able to tell you that 4,000 acres of our application have already taken definite shape. This land, which I have myself inspected, is, without question, first class land for our purposes, and we hope in a few weeks' time to be able to mark out 6,000 acres of equally good land to complete our block. It should, therefore, be possible to start on actual development at an early date. Our manager's first concern will be to start recruiting Javanese coolies, and the necessary steps have already been taken with this view. It is our object, as the shareholders are aware, to establish a settled population on our land, more in the nature of a colony than the ordinary labour force of adult males, and we are genuinely hopeful of carrying this interesting experiment to a successful conclusion. I do not think I have any more to add, but if any shareholder would like to ask any questions, either Mr. Munro, who is present, or myself will be very glad to answer them to the best of our ability.

There being no questions, the meeting terminated with a vote of thanks to the chair.

Mr. O. F. Frethley.—Education is a national concern of more vital importance than the piling up of armaments.
Mr. H. H. O'Brien.—The great loss of the English singer is not over a thoroughly capable interpreter."

Intimations



SHORTEST & QUICKEST ROUTE

BETWEEN
THE FAR EAST & EUROPE,
via DAIREN.
SUMMER SCHEDULE.

(Effective from May 1, 1911.)

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st Class Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct Steamer Service by the S.S. "Kobe Maru" and "Saikio Maru" (each 2,877 tons) as follows:—

NORTH BOUND.

Is: Ula- Faros	Shanghai (Steamer).....Lv.	Dairen (").....Ar.	Thurs. Sat.	Sun. Wed.	Fri.
\$40.	Shanghai (").....Lv.	Dairen (").....Ar.	6.00 a.m.	"	"
Y11.95	Mukden (").....Lv.	" (S.M.R. Train).....Ar.	1.50 p.m.	"	"
Y11.50	Changchun (").....Lv.	" (").....Ar.	2.05 " "	"	"
R 9.00	Harbin (").....Lv.	" (Russian Train).....Ar.	8.30 " "	"	"
	Harbin (").....Ar.	" (").....Lv.	9.30 a.m.	Mon. Thurs.	Sat.

Connecting at Harbin with:

SOUTH BOUND.

Connecting at Harbin with—			State Ex- press from Su- Pe't'g.	State Ex- press from Moscow	Wagon Lieu from Mos- cow
B 9.60	Harbin (Russian Train).....Lv.	11.30 a.m.	Mon.	Wed.	Fri.
	Changchun (").....Ar.	8.25 p.m.	"	"	"
Y11.60	(S.M.R. Train).....Lv.	10.30	"	"	"
	Mukden (").....Ar.	5.10 a.m.	Tues.	Thurs.	Sat.
Y14.95	(").....Lv.	5.25	"	"	"
	Dairen (").....Ar.	1.30 p.m.	"	"	"
Y40.00	(Steamer).....Lv.	Noon	Wed.	"	Sun.
	Shanghai (").....Ar.		Fri.	"	Tues.

Connecting at Harbin with:

* Russian Train Time is 23 minutes ahead of the S.M.R. Time. For instance, 6 p.m. by the former is 5.37 p.m. by the latter.
Supplementary Charges on DAIREN-CHANGCHUN Service.
Express Extra Fare \$3.00
Sleeping Car Surcharge \$5.00
TICKET AGENTS.—The Company's railway and steamer tickets are obtainable at all the Agencies of the International Sleeping Car & Express Train Co., the Nippon Yusen Kaisha, Shanghai, Messrs. Tho. Cook & Son, and Reuter's of Hamburg-America Linie.
RAILWAY HOTELS.—YAMATO Hotel (Tel. Add.: "Yamato") at Dairen, Port Arthur, Mukden, Russian Manchuria.
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[1063]

16 Hongkong, 29th April, 1911.

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THE LARGEST COLLECTION OF SILVER WARE IN THE COLONY.

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[1093]

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Just the thing for a Picnic
A small cask of O. B. Beer
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Hongkong, 8th June, 1914.

[24]

The object of this paper is to publish correct information, to serve the truth and point the news without fear or favour.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C., 5th edition. Western Union.

The Hongkong Telegraph

HONGKONG, FRIDAY, JUNE 30, 1914.

CURRENCY REFORM.

Students of history will doubtless have noted that all the nations have had what might be termed parallel histories; each in its turn seems to have trodden the same path in the plains of time, to have encountered the same obstacles, and to have passed the same milestones. In this respect it will be remembered, that practically every country has had trouble with its coinage, from the times, when Sparta temporarily solved the question of the provision of value tokens, by steel, which had been rendered useless by quenching in vinegar, when red hot, to the stage in England's history, when kings purposely debased the coin of the realm. Time was, when England's coinage was minted in different places, and when the weight and purity of the coin was the only criterion as to its value. Consequently there was a time when commerce was merely barter, and coinage a thing unknown. England's trade was at that time in a chaotic state, and, though, owing to the universal use of the Spanish dollar, trade was established once and for all the purity of British coinage, that the trade of the little island made huge strides to the present state of prosperity. Given such a preamble as this, we claim that industrial progress is due to a standard currency and that without it, the ceaseless nuisance of a varying exchange would greatly hamper business of any sort.

Turning to China we find our assertion justified. To begin with, the dollar piece is worth slightly more than one hundred cents and the same divergence exists between the cent and the cash. That in itself is bad for internal trade, but for international commerce it is decidedly worse. The value of the dollar, owing to the absence of a gold standard, is hardly the same for a week on end, and this bad state of affairs exists throughout China. In no part of the Empire has the currency been in such an inchoate condition as in Manchuria. Certain markets have been absolutely void of coin, business has been reduced to the level of mere bartering and as an immediate result a credit system, pernicious in its very inception, has had to hold sway, a credit based not on coinage, but upon commodities, whose value fluctuates even more than does the coinage in this land of strange contradictions. Manchuria was at one time an extreme case, and harsher things than these have been said by merchants concerned. Even now, though a large importation of copper and silver subsidiary coin has done much to remedy the condition of affairs, it is hardly improved, and the quasi modern Bank of Communications is at present issuing dollar notes, not promising to pay bearer one silver dollar, but, mirabilis dicta, ten 10-cent pieces. There must be some serious economic fault in the government of a province, whose wealth is gauged by a petty subsidiary coinage. We are not alone in our statement, for many writers who have even touched the fringe of this gigantic subject have not failed to comment on the peculiarity of existing conditions.

In view of this state of affairs, it is interesting to observe the trend of telegrams published on recent dates on the subject. Taking the last three which have appeared in our columns, the series commences with a suggestion which gives the key to the whole situation. The Chinese minister at Washington has memorialized the Throne, suggesting the introduction of a gold standard in China, which would, he thought, facilitate the dealing with diplomatic matters, cropping up in connection with monetary questions. That is a suggestion; what is actually to be done will not, we assert, greatly affect the position. The Ministry of Finance intend to issue new notes of issue in connection with the currency reform on Sept. 22, according to the second telegram. If that be done then the government must hold sufficient reserve of silver to cover the face value of the notes in circulation. Even this does not remedy matters; the dollar will still fluctuate and business will still be hampered by the continual change. The third telegram is more promising for it announces the intention of the Peking Government to send a delegate to England to study her coinage on the spot.

That eventually his report will be in agreement with the views of the Chinese minister at Washington, we cannot for one moment doubt, and if the Empire standardizes its coinage, where does Hongkong stand? Our readers will remember that a commission, appointed to investigate the matter, reported that Hongkong could not very well have a gold currency until China did. The time seems to be approaching when China will establish a coinage sans reproche, and, with Hongkong following suit, the interminable money muddles, that at present exist will vanish into the limbo of things past, yielding place to a further Western ideal which has made only for good. The government of Hainan Tung stands where Cromwell did. It is on the bosom of a rising tide, which will either lead on to fortune, or, passing by, leave the commerce of the Orient in the shallows of mediocrity.

DAY BY DAY.

People who say just what they think are more numerous than popular.

The City of Manila mortality report for June 22 shows a total of 21 deaths, 14 of them being infants.

Messrs. A Fong have sent us a number of photographs of the Coronation celebrations.

The entire United States Asiatic Fleet are expected in Manila for July 4th.

Mr. Roy Kennay, the boxer, who beat Carlson on the 23rd inst., left Hongkong to-day for Manila.

During the 24 hours ended at noon to-day three cases of plague were reported as having occurred in the Colony.

The latest plague reports from India show that for the week ending May 30 last there were 38,498 cases and 32,975 deaths from the pest.

Manila Postal Official Arrested. Robert Hildebrand, formerly an employee of the Manila post office, was arrested at Atchison, Kansas, on the 23rd inst. on the cabled request of Governor General Forbes. Hildebrand is charged with violation of the Philippine postal laws.

Typhoon Warning. The following typhoon warning has come to land through the courtesy of the American Consul-General:—

Manila, June 30, 10.20 a.m. Cyclone or Typhoon east of the Northern Virayas, or southeastern Luzon. Direction unknown.

Enquiries about J. H. Forster. A pathetic interest attaches to an advertisement enquiring the whereabouts of one J. H. Forster, of Frauenfeld, Switzerland. His aged mother enquires about her son, whom she is anxious to see before she dies. He was last heard of in Singapore in August 1910.

To Entertain Togo. The American Congress have appropriated \$10,000 to be expended in properly entertaining Admiral Togo of the Japanese navy, who will be a visitor to the United States and will be a guest of the government as soon as he arrives from London, where he was the chief Japanese delegate to the coronation of King George.

Fatal Collision Near Canton. As the result of a collision between a foreign steamer and a cargo boat full of rice near the waters of Tai Shan, a few miles from Canton, not long ago, two men on the latter vessel were crushed to death at the stern. It now appears that the owners of the foreign steamer in question have paid a compensation of \$180 to the family of the deceased.

Departure of Coronation Guests. The American delegates, who came over from Manila to be present at the coronation celebrations, and were guests of the Governor and H. E. Major General Anderson, leave to-day in the Zafiro for Manila. It will be remembered that the party was composed of Brigadier-General and Mrs. Pershing, the Hon. Mr. Elliot and Mrs. Elliot, Capt. Holmes, Lieut. J. P. Swift, Dr. P. C. Frier, Col. J. L. Chamberlain and Mrs. Chamberlain, Mr. and Mrs. Charles Derham and Capt. Locke.

Married A Bookworm. A middle-aged woman, who had had several matrimonial experiences, married for the fifth or sixth time. This time she took a man in her own profession. Not long after the wedding, when the happy pair settled in a theatrical boarding-house, the wife did not get home one Sunday night until after her husband had arrived.

The husband was sitting in the room, poring over the comic supplement of a Sunday newspaper. His wife gave him a loving greeting. He did not respond, but continued his investigations of the comic pictures.

She spoke again, and he remained silent, absorbed in his comic supplement. She looked at him disgustedly.

"Don't I play in the worst luck with my husband!" she exclaimed. "This time I've married a bookworm."

SUPREME COURT.

Interesting Shipping Judgment
Bales of Human Hair.

This morning at the Summary Court, before Mr. Justice Gompertz, the case was mentioned, in which the Wing Cheong firm were the plaintiffs, and the Shun On Steamship Company the defendants. The case dealt with a claim for \$224.10, being the value of one bale of human hair, delivered by the plaintiffs to the defendants for carriage to Kwong Chow Wan, which however was not delivered at the destination to which it was consigned.

Mr. W. B. Hind was for the plaintiffs and Mr. P. W. Goldring appeared on behalf of the defendants. His Lordship for the purposes of expediency gave the gist of the judgment to the court, and afterwards handed down the written decision.

The written judgment was as follows:—This is a point of law arising out of the construction of a clause in a bill of lading, which was argued before me on Monday last. As this was stated to be a test case I took time to consider my judgment, which I have now decided to deliver in writing. Certain goods were accepted for carriage by sea from Kwong Chow Wan to Hongkong. The clause in question purports to limit the liability of the ship owners. I transcribe it as it stands. "The owners of the steamer will not be responsible for silk or values for any amount exceeding \$25 loads per value, unless such value be delivered at the time of shipment, and freight shall be paid in proportion to the measurement and valuation." Assume for the purposes of this judgment that the ship was a general ship and that she was reasonably fit for the purposes of the voyage. Eighteen cases of human hair having been shipped at Kwong Chow Wan, only seven were delivered to the consignees in Hongkong, and the question is whether the ship owners are liable for the full value of the missing cases, which is stated to be over \$200, or whether their liability is limited to the amount mentioned in the exception. Now the general rule in considering an exception of this kind is perfectly clear. Where the language used leaves the intention in doubt, it is to be construed in the sense adverse to the person for whose benefit it has been introduced. As Lord MacNaughton said in *Elderslie & Co. v. Borthwick* "An ambiguous document is no protection."

That is to say that the onus of establishing the exemption from liability falls upon the shipowner. The language of the clause is of course very extraordinary. The whole document is drawn with a singular lack of artifice and it is full of what is most charitable to describe as gross misprints. Merely verbal errors of course the court can correct, but when that has been done, what is the meaning of the language used? This much we can perhaps get out of it. With regard to silk the shipowners say that they will not be liable for loss of damage for an amount exceeding \$25 a package, unless a declaration be delivered at the time of shipment and a proportionate freight paid. Silk then is within the exception. Now about other goods? What is the exact significance of the word "value"? Does it mean "valuable" that is, articles of value, like silk, or ought it to be construed in a purely neutral or colourless sense, as when we speak of an animal value or the market value? If this be done, the construction asked for by Mr. Goldring might perhaps be accepted. Then the sentence might be paraphrased "Not responsible for silk or any other articles to an amount exceeding twenty-five in value." Several other forms of bills of lading were handed in by the solicitors in the case. That used by the China Navigation Co., exempts the company from responsibility for any value exceeding \$300 Mexican for any one package of silk, valuables and valuable cargo, and for any value exceeding \$100 for any other one package of other cargo etc. Similarly the India China S.S. Co., limit their responsibility for gold, silver, bullion specie, jewellery, precious stones or precious metals altogether and beyond the value of \$100 for any one package that is of ordinary cargo. The Liverpool

bill of lading given in appendix A to Carver, similarly makes the shipowner responsible for goods of any description, which are above the value of \$100 per package not for gold, silver jewellery, works of art, silk, furs, etc. Each of the three forms makes a distinction between valuables in the usual sense of the word and ordinary cargo. I feel myself compelled to the conclusion that the natural construction of the clause before me is to be read the words "silk or valuables" as meaning "silk or articles of value." Valuable articles, that is such as are usually classed with silks in the exceptions in the bill of lading. The association of the two words here suggests that the latter is to be construed generically with the former. I think the construction to be clear. But even if it were not so the case for the defendants can be put no higher than to say that the clause is ambiguous. In that event as I have pointed out the construction adverse to the exception must be the one adopted. I know of no reason why shipowners should frame their contracts in "pidgin" English and if they prefer to do so they must take the consequences. Having no evidence before me I have of course assumed that human hair is ordinary cargo. The defendants however may desire to prove that it is by the customs of merchants classed among valuable articles such as silk. I had better give judgment for the plaintiffs for the amount claimed with a stay for one week, if defendants wish to call evidence on this point.

The "Schoolmaster" Case.

At the Supreme Court this morning, before Mr. Justice Gompertz, the schoolmaster case was mentioned; in which Mr. (Gardiner) appeared for the plaintiff and Mr. Otto Kong Sing for the defendant.

Mr. Kong Sing:—I have been asked by counsel in this case to get an earlier date if possible. Sir Henry Berkeley is in it, and he says he cannot appear between the 8th and 10th of next month.

His Lordship:—Have you already instructed him?—Yes. I don't know whether my friend, who is for the plaintiff in this action, intends going on; if I had an injunction I might ask for an early date.

His Lordship:—I understand Sir Henry Berkeley is going away?—Yes.

I suppose Saturday, July 8th, will suit just as well?—Yes.

I suppose there won't be much evidence?—If the case comes on, there will be considerable amount of evidence.

The case was fixed for July 8th.

UNCLAIMED TELEGRAMS.

The following is a list of unclaimed telegrams lying in the Eastern Extension Australasia & China Telegraph Company's office at Hongkong:—

Arnold, Stanley Pacific Mail Line Office, Chicago; Chonghegan, Sumarang; Lawtichen, 221 Hollywood, Batavia; Lukyo, Hancock; Portugal, Penang; Santa, Macao; Shuncheong, Nanchang; Stoppani, Astor House, Alhambra; Tschelchong Hon. Marcho Central, Phnompenh; Taitong, Singapore; Taitung 120 Connanght, San Francisco; Tuengshin per cent. Wangfayuen; Bonham, Strand; Port Darwin; Wagonah, Singapore; Yuenohau, Saigon; Yuen Viet, Torreon; 0006, 3683, 2837, 3932, Tientsin; 0078, 1344, 0361, 0674, Alencor; 2837, 3032, 4382, Tientsin.

RUSSIAN STOCK EXCHANGE.

The St. Petersburg Stock Exchange is even more of an exclusive club than the Paris Bourse; whose membership is limited to seventy, as compared with the 1,100 members of the New York Stock Exchange and the 5,000 brokers and jobbers who operate on the London Stock Exchange.

There are but fifty-six authorized brokers on the St. Petersburg Exchange. Each one of them must be a Russian subject.

A snake-measuring 20 feet 6 inches in length was shot recently in the sea at Tanjong Pagar by Police Sergeant Alexander.

YAUMATI FERRY COLLISION.

Charge of Manslaughter.

At the Magistrate's afternoon, before Mr. F. A. Hazeland, Chin Lo, coxswain of the ferry launch, Wai Hung, was charged with manslaughter in connection with the recent collision between two ferry boats in Yaumati Bay.

Mr. Reader Harris prosecuted, and Mr. G. K. Hull Brutton defended.

Alleged Negligence.

Mr. Harris in his opening statement said he would try to prove that defendant was not at the wheel when the accident happened. If that could be sustained defendant would have been proved guilty of gross negligence. After evidence had been called proving the collision Mr. Harris suggested the holding of a *dufi* inquiry so as to place the evidence before the jury.

His Worship could not agree to that, as it was a criminal charge.

To-Day's Proceedings.

The case was resumed this afternoon, when Mr. Brutton said it was entirely a question for a jury.

His Worship agreed. The evidence was continued and Mr. Chan Pui Sam added to his statement of yesterday, which was purely formal. Defendant, he said, had held a competency certificate since May 3rd 1909. He kept a record of defendant's services. In that record there were lines against him.

Mr. Brutton: Do you know whether the harbour master has issued instructions as to which side launches are to steer going in and out of the place?

Witness: All launches have been instructed to keep the starboard side of any fairway.

Mr. Brutton said that since the accident special instructions had been issued regarding the navigation of ferries.

Chung Mow said he had been coxswain on the Wa Ying about two months. He left the Yaumati wharf about 9.45 on the morning of the accident and before proceeding across the harbour the boat had to turn round. After turning round he steered South-west, and he saw the steam launch Wai Hung about 500 yards away, proceeding from the south east and was on the port side. Witness blew his whistle when he saw the other boat and received a reply from the Wai Hung. Witness turned a little to the starboard side and the Wai Hung continued her course unaltered and at full speed. A little later the Wai Hung collided with the Wa Ying, striking her on the port side, near the centre.

The hearing of the evidence will be continued to-morrow.

POLICE COURT.

To-Day.

Before Mr. J. R. Wood and Mr. F. A. Hazeland.

Theft of Mineral Waters.

A Chinese clerk in the employ of Messrs. Watson's, Kowloon, was charged with stealing 24 dozen mineral waters on Monday last, the property of his employers. They were valued at 25 dollars. A money changer was charged along with the first defendant with receiving the mineral waters knowing them to have been stolen.

The first defendant was allowed out on a bail of 100 dollars until Wednesday and the second defendant on a 25 dollars bail.

Gaming House Keeper Fined.

Seven Chinamen were charged with keeping a gaming house at 8 Wing Shing Street. Six of the defendants were discharged, but the first defendant was fined \$1,000 or in default six months' imprisonment with hard labour. He went down.

Ferocious Dog.

A messenger in the employ of Messrs. Watson's Dispensary summoned the manager of the New Travellers Hotel, Queens Road, for keeping a ferocious dog. Evidence was given to show that the dog attacked him. His legs, below the knees, were badly bitten.

Defendant was ordered to pay ten dollars compensation to the boy.

A NEW INDUSTRY IN HONGKONG.

First Steam Trawler.

Within the past few days, there arrived from England the first steam trawler that has been seen in Hongkong waters, destined to take part in the local fishing industry. The trawler is named the Hoi Fung and has been built by Messrs. Smith's Dock Co., Middlesbrough, to the order of the Hongkong and South China Steam Fisheries Co., Ltd. She represents the latest and most up-to-date type of trawler afloat.

The steam trawling industry is eminently a new one to Hongkong, and it is too soon yet to make any prophecy as to whether the Steam Fisheries Company's venture will prove to be a success or otherwise, but the promoters have every confidence in its future although at present it must be considered to be an experiment.

In Japan, the steam trawling industry is succeeding almost beyond comprehension. Speaking of the initial formal meeting of the Steam Fisheries Co. in December last, the chairman (Mr. J. A. Plummer) pointed out that whereas it was then only two and a half years ago since the first steam trawler started operating out of Nagasaki, there are now no less than seventeen building and even eight actually at work. Since then it is reported there are 22 building in Japan.

The Hoi Fung came out under her own steam in 52 days and arrived in first-rate fettle. Necessarily, after such a long voyage, the vessel will require a certain amount of overhauling in the way of repainting, etc., but it is expected that she will be ready to start trawling at a very early date. One may be sure that those interested in the venture, before putting their money into it, made morally certain not only of catching the fish but of satisfactorily disposing of the fish when caught.

The Hoi Fung is presently lying off Kolkett's Island.

TOBACCO AND THE HEART.

Experiments have been undertaken by Dr. Schull, of New York, to test the effects of cigarettes upon the nervous system. The subject of the experiments, a New York actress, was chosen on account of her robust health. The results are thus described: In the presence of two or three physicians the sphygmograph (pulse indicator) was attached to the wrist, and a tracing taken of the heart beats. The tracing showed not one particle of variation from perfect health. The whole venous and arterial circulation was perfectly normal. At the end of fifteen minutes, after having smoked the half of two cigarettes, the tracings showed a manifest disturbance of the heart's action, and at the end of forty-five minutes, after parts of six cigarettes had been smoked, the tracing showed the heart of the heart to be unequal; at times rapid, at times in jumps, evidently under the effect of some powerful drug agent. From this fact, it is asked, may we not conclude that much of the neurasthenia is due to narcotics, which should only be used medicinally?

The latest German torpedo is 10 1/2 inches in diameter. It will have a speed of 72 feet per second, and will be effective over a range of 4,400 yards.

Basilan Rubber Company.

The Basilan rubber company of Moro province has made the

REUTER'S
TELEGRAMS.CIRCUIT AVIATION
RACE.

IN EUROPE.

[SERVICE TO THE "TELEGRAPH."]

London, June 30, 7.5 a.m.

The competitors in the European circuit aviation race, which commenced on the 18th instant, have begun to arrive at Calais en route to London, after traversing parts of Holland and Belgium. The number of competitors has now dwindled to fifteen.

DEATH OF A DUKE.

NINTH OF HIS LINE.

[SERVICE TO THE "TELEGRAPH."]

London, June 29, 6.55 p.m.

The death is announced of the Duke of Bonifort.

[The late nobleman was the ninth of his line, the dukedom having been created in 1632. He was born in 1817 and owned estates of about 52,000 acres. He is succeeded in the title by his son, the Marquis of Worcester.]

THE INDIAN DURBAR.

Messrs. Thos. Cook and Son have received advice from their Bombay office that the Durbar to be held at Delhi in connection with the visit of H.B.M. King George V. will last from December 6th to 16th. The different ceremonies will comprise a State Entry, Investiture, Review, Garden Party to be followed by fireworks, and State Departure.

The Indian Government has arranged to accommodate visitors to see these various ceremonies. Admittance, however, will be by ticket, and application must be made through the Indian Government, who will allot tickets in order of priority of application and at their discretion. In this connection Messrs. Thos. Cook and Son are prepared to receive such applications and forward them to the proper authorities.

The Government proposes to establish a number of visitors' camps and in the same way application will have to be made to them officially for accommodation. The rates for these camps have not yet been announced, but unofficially it is expected they will be £6, £8 and £12 per person per day, the accommodation to be taken for a period of at least 10 days.

Messrs. Thos. Cook and Son, who have their own offices throughout India and will have a special office at Delhi during the Durbar, will be pleased to supply any further information that may be needed by intending visitors.

GARRISON ORDERS.

Detail of Officers for the ensuing week:—Visitor, Detention Barrack:—Major A. C. Ralph, 8th Rajputs; Field Officer for the Week:—Captain R. J. Clarke, 8th Rajputs; Next for Duty:—Capt. H. K. Hughes, 1st Bk. K.O.Y.L.I. To furnish Night Guard at Kowloon Military Hospital during ensuing week, 8th Rajputs.

Leave of absence, on private affairs, to the neighbouring countries, has been granted to Major W. C. Lyndon, A.O.D., from 20th July to 9th October, 1911, inclusive.

Captain S. L. Ralph, 8th Rajputs, will be president of the board of survey, referred to on 23rd instant; vice Captain A. J. Orchard, 8th Rajputs, relieved.

AMERICAN NEWS.

Minor Officials Pester Tacs

(Special to the Cablenews.)

Washington, June 24.—Vice Governor Newton W. Gilbert, who arrived in the city Tuesday, was the honour guest at a banquet at the University Club last night, at which Resident Commissioners Legarda and Quezon, former Governor General James F. Smith, General Clarence R. Edwards, chief of the bureau of insular affairs, and many other notables were present.

General Edwards delivered the principal address of the evening, his theme being the many problems which confront the government in overcoming administrative abuses in the Philippine Islands. General Edwards surprised his hearers, many of whom were totally unfamiliar with actual conditions in the islands, by saying that constant vigilance is necessary on the part of the higher officials to prevent subordinates from usurping power and arrogating to themselves rights and privileges, especially in their dealings with the ignorant masses, that have no part in the administrative policy of the government.

At the conclusion of his address, which though in a sense informal touched some of the most vital of the insular administrative problems, General Edwards was heartily applauded.

Fleet in Japan.

Cavite, June 24.—Rear Admiral Muddock, commanding the United States Asiatic Fleet, left Kobe yesterday with the vessels under his command for Nagasaki. From Nagasaki the fleet will proceed to Hongkong, and thence to Manila. Just when the fleet will arrive in Manila is as yet uncertain but it is not expected before September.

Committee after Gen. Foster. Washington, June 26.—The House of Representatives has appointed a committee to investigate charges made against John W. Foster, Ex-Secretary of State, in which it is alleged that he unlawfully withheld payment of the Boxer indemnity claims.

[John W. Foster, diplomatist, is a graduate of the Princeton University with degree of LL.D., and through his studies in Harvard Law School, Watash College, Yale, and the University of Pennsylvania subsequently became a well known authority on international law. He was admitted to the Indiana bar in the civil war, he became a brigadier general of volunteers. He was appointed minister to Mexico in 1873 and to Russia in 1880, returning to Washington in 1881 to practice in international cases.

He became special plenipotentiary to negotiate reciprocity treaties with Brazil, Spain, Germany, and the British West Indies, and was appointed Secretary of State in 1892, serving until 1893, when he went to Paris as agent for the United States in the Baring Sea Arbitration.

Secretary Foster first became identified with China through the invitation of the Emperor to participate in peace negotiations with Japan. In 1907 he represented China at the second Hague conference.]

Kilpatrick Men in Tolls. Washington, June 26.—Several employees in the Steward's department of the United States Army transport Kilpatrick have been arrested on a charge of looting.

Ollie James Runs for Senate. Washington, June 26.—Speaker Champ Clark is giving his influence to elect Congressman Ollie James of Kentucky to the Senate to succeed Senator Thomas H. Paynter.

[Ollie James studied law under his father and was admitted to the Kentucky bar in 1891. He was one of the attorneys for late Governor Gubel. At the Democratic national convention in 1896, Mr. James was elected chairman of the Kentucky delegation, and in 1900 became chairman of the Kentucky state democratic convention. He was elected first to the House of Representatives in 1903.]

LATE TELEGRAMS.

The Coronation

Peking, June 22.—The Coronation Service was celebrated this morning in the most brilliant weather and with perfect success. The staffs of all the Foreign Legations and detachments of all the Legation guards were present. The Chinese representatives included Prince Tsai Hsun, representing the Emperor; Prince Tsai Tao, Prince Yu Lang, Prince Pu Lun, Prince Tsai Fu, Prince Su and Prince Kalachin. The officials present were Their Excellencies Na Tung, Hsu Shih-chang, Admiral Tan and General Yin Ching.

The Right Rev. G. P. Scott, D.D., read the service, the musical portions of which were accompanied by the Inniskillings' band.

Prince Ching's health prevented his attending but he was to call on Sir John Jordan, the British Minister, this afternoon.—"N.C.D. News."

Festivities in Tokyo.

Tokyo, June 22.—This morning service was held at St. Andrew's Church, Tokyo, in commemoration of the Coronation. In the afternoon a garden party was given at the British Embassy.

In the evening a dinner was given by the Charge d'Affaires of the British Embassy at the Imperial Hotel. The guests were exclusively British. Those who took part in the lantern procession numbered 20,000 citizens of Tokyo, who marched from Nijinsky Park to the British Embassy. The number of onlookers was tremendous.—"N.C.D. News."

The Hukwang Railway.

Peking, June 22.—Mr. A. H. Collinson has been appointed Engineer-in-Chief of the Huph-Human Section of the Canton-Hukwang Railway.—"N.C.D. News."

A Grave Aspect

London, June 21.—The shipping strike has assumed a graver aspect. "Throughout the United Kingdom the number of men refusing to work is increasing daily, and more ships are without their crews. Already the Royal Mail and Union Castle lines have each cancelled four steamers for the Coronation Review.—"N.C.D. News."

Turkey and Albania.

London, June 21.—Telegrams report continued fighting between the Turks and the Albanians, in spite of the promise of amnesty.—"N.C.D. News."

Fierce Storm in Japan.

Tokyo, June 20.—A great storm, which commenced on Sunday morning, by Tuesday had swept over the whole country. It passed over Tokyo on Monday, and damaged buildings, interrupted traffic on the railways, cut the telegraph communications and isolated the city.—"Shanghai Mercury."

Henry Brenner Killed.

Jaro, Panay, June 26.—Henry Brenner, an employee of the Philippines railway company, was shot accidentally Saturday night by C. A. Orleans while both were on a hunting trip, and Mr. Brenner died within an hour.—"Manila Times."

Glad to See Us.

Berlin, June 25.—The Kaiser was the guest of the officers of the American fleet now visiting. German waters at a luncheon aboard the Louisiana. The American ambassador at St. Petersburg has sent an official note to the Czar thanking him and the Russian nation for the cordiality of the reception to the fleet and expressing the wish that the visit would cement the friendship between the United States and Russia.—"Manila Times."

Visiting Berlin.

Berlin, June 23.—Officers of the American fleet now visiting in German waters are paying official visits to this city in groups of 20.—"Manila Times."

Cortes Adjourns.

Madrid, June 23.—The Royal decree adjourning the session of the Cortes has been read in both Houses of Congress.—"Cable-news American."

Mr. Justice Banks.

No amount of discipline at school can be a substitute for what a child ought to learn at home.

THE HOTEL DES COLONIES CO., LD.

The ninth annual meeting of the above Company was held on Tuesday afternoon at the Hotel, Mr. H. Guichonnet presiding.

The Chairman said:—The Directors beg to submit to shareholders the Company's account for the year ending March 31, 1910, together with the report of the auditor. It will be seen that the account shows a loss of £15,504.5. The reasons for it are obvious. In former years the Hotel was by far the premier establishment in point of comfort, as well as of cuisine; but several large hotels, built fitted according to the latest requirements, have sprung up in the past few years, offering to visitors not only comforts which the Hotel des Colonies could not provide, but also an appearance and luxurious appointments which, together with the novelty, were bound to attract all who could afford to pay. The past year also witnessed the rubber crisis and the consequent depression of the rubber market, which was going to speak about, during the last months the hotel was rendered uncomfortable and we lost many clients.

If we remember the bankruptcy of our neighbour, the Restaurant Auguste, and the fact that some of the leading hotels are in a position which is far from brilliant, here is no wonder that the Hotel des Colonies should suffer heavily. Such being the case, and considering during the last months of 1910 by the spectre of bankruptcy, your directors preferred to face the struggle, confident that something could still be done, and set to work energetically. The first thing to be done was to curtail expenses, and at the same time to give the dingy old place at least a better appearance, with possibly some of the comfort travellers nowadays consider a necessity.

After long negotiations your directors obtained from the landlord of the main building a remodelling of the lease, which, if we had to carry it out as it stood, meant immediate and unavoidable bankruptcy. Our lease had still twelve years to run and the rent was to be increased to £1,400 per month. We were successful in convincing the landlords that this was an utter impossibility and the lease was altered for one of five years at £15,500 a month. Besides, the landlord consented to advance £5,000 repayable in monthly instalments of £175. This was to be entirely devoted to the improvements which you will notice, and which, as the work is nearing completion, begin to attract our clients away. Then the whole staff was renewed and without impairing efficiency important economy has been made on that account.

The scheme which was put before you at the last meeting for the rebuilding of the Hotel could not be carried out for obvious reasons. Money would have been impossible to raise, owing to the state of the market. Even now, our directors, whilst persuaded that there is room for a fine French hotel in the Settlement and that we are the only company that can do it, are of opinion that the time has not yet come and that we must first get victoriously out of the present crisis.

And now, we must again ask ourselves the question—Shall we succeed and shall we live? Live we certainly can, but is it a life worth living? That is the question. And this question I am sorry I have to answer, no. We have no hope of deriving the slightest profit for ourselves as long as we have to pay a rent which is twice more than it should be. I therefore propose to your vote the following resolution: That if your directors cannot succeed in obtaining a substantial decrease in the rent of both buildings, an extraordinary meeting be convened in view of winding up the Company.

This was seconded, and on being put to the meeting it was unanimously carried.

SCENE IN A TRAMCAR.

Frenchman Assaults Conductor.

Augustine Monsion, a Frenchman, boarded a tramcar last evening bound for Wan Chi. When asked for his fare he tendered a ten cent piece, which the conductor considered to be bad and would not accept.

He was again asked for his fare and again offered the bad coin. This happened a third time, and on the conductor's persistent refusal, the Frenchman became excited, so he admitted, and struck the conductor.

A Chinese passenger attempted to pacify him, but the Frenchman became all the more heated and assaulted the passenger. Matters became so bad, that it was found necessary to arrest the man.

He was called upon to answer three charges before Mr. Hazell at the Police Court this morning: (1) refusing to pay his fare; (2) assault on the conductor; (3) assault on the passenger.

After a somewhat lengthy hearing defendant was fined five dollars for refusing to pay his fare, and ten dollars in each of the assault cases. In default he was to go to prison. He paid the fines.

[That Mr. Bassett's selection to the Board of Directors in place of Mr. Tavares be confirmed, and that Mr. Paturo be re-elected a Director. That Messrs. Lowe, Bingham and Matthews be re-elected auditors to the Company.]

THE RUN ON THE BANKS.

Viceroy's Action Criticized.

(The "Telegraph" Correspondent.)

Canton, June 29.

As already reported in your columns, the members of the Provincial Assembly wrote an official letter to the Viceroy, on behalf of the people in Canton, asking for an explanation in connection with the recent issue of foreign loans at the time when the people made a run on the official banks. It is reported that H. E. the Viceroy has sent a reply to the Provincial Assembly to the effect that the loans were not issued for the purpose of saving the official banks from collapsing, as these banks have large reserves which however are not placed in their strong rooms, but deposited in different banks, in the province. Had the official banks withdrawn their deposits from the other banks, a crisis in the commercial market would have been inevitable. The Viceroy explained in the letter the object of issuing these loans was to save the situation in the money market and for the purpose of developing local enterprises. The loans will be redeemed by the benefits accruing from these enterprises. The Viceroy stated in the letter that he never thought for one moment of asking the people to be responsible for the redemption of the loans. The Viceroy also called attention to the fact that the Canton treasury is very strained as the result of the loss due to the suppression of gambling and reorganization after the recent trouble. Moreover the new sources of revenue have not come up to the mark as expected. Had the loans been issued for the purpose of meeting the cost of the local administration, he would have put an item to that effect on the budget, and placed the matter before the members of the Provincial Assembly for consideration.

FRENCH REQUEST REFUSED.

China to Deal with Pirates.

(The "Telegraph" Correspondent.)

Canton, June 29.

In consequence of the repeated piratical attacks on vessels trading on the waters of Nag-ning in the province of Kwang-si, the French Consul there, M. de la Roche, has, it is reported, asked the Nan-ning authorities to allow French gunboats to cruise in these waters for the protection of vessels flying the French flag. The Consul's request has been telegraphed to the Governor of Kwang-si by the Taotai. The request has not been complied with. The matter has also been brought to the notice of the Canton Viceroy, who has ordered the Taotai at Nan-ning to reorganize the service of the gunboats patrolling in the waterways and to clear the route from these pests, which have been responsible for so many outrages on foreign vessels.

Tiger Hunting Party at Lantau To-day.

In certain circles at any rate the belief is fully held that the depredations committed amongst the cattle on Lantau Island are the work of tigers. To this view a certain amount of colour is lent by the fact that tigers have been seen recently, and their unmistakable tracks discovered, in other islands in the Colony.

Early this morning a specially organized shooting party went out to Lantau for the purpose of scouring the island in search of tigers.

The guns included several Navy and Army officers besides local sportsmen, and were accompanied by a squad of blue-jackets from H.M.S. Monmouth to act as hosts. The party went out on the Naval Yard under Atlas.

Additional hunters and grass-cutters were to be engaged at Lantau, and it was the intention of the shooters to traverse the island from end to end. This, however, would be rather more than a one-day job, for Lantau is considerably bigger than Hongkong and in some parts the scrub is almost impassable.

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FROZEN MUTTON, LAMB,
RABBITS, HARES
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BUTCHER'S DEPARTMENT.
PRICE LIST ON APPLICATION.

CATTLE MYSTERY ON LANTAU ISLAND.

Number Found Dead.

Yesterday we called attention to the mysterious deaths of cattle at Lantau, the owner of which suggested was the result of attacks by wild beasts.

Whatever truth there may be in the assertion as to the attacks of wild beasts, there is an air of mystery surrounding the further deaths of thirty-two cattle.

The Cheung Kow farmer, who reported the loss of four bullocks, further reports that twelve more have been destroyed, whilst another report shows that twenty, on Dumbell Island, have been found dead.

No one can account for the loss of the cattle, and the surmise that wild animals are responsible for the deaths is beginning to lose ground. No definite suggestion is at present forthcoming, but inquiries are being made into the matter.

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P PULAR
"ASAHI" BEER

Sole and Pri e \$12.00 per case containing 4 cases of 6 dozen each.

Hongkong, 7th April, 1911. [21]

M E CHEUNG.
ART PHOTOGRAPHER
HONGKONG.

TELEPHONE NO. 1013.

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London: 11 May, 1911. [1013]

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Hongkong, 2nd January, 1911. [815]

E.C. WILKS, M.L.M.S.E., A.M.N.A.

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Construction, Valuation and Assessment for

the purchase, or sale, of Steamships or

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10, QUEEN'S ROAD, 2ND FLOOR.

Hongkong, 1st May, 1911. [1100]

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preference to other Brands.

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Hongkong, 28th June, 1911.

Shipping—Steamers.

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"EMPIRE LINE."

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Proposed Sailings from Hongkong and Quebec, &c. (Subject to alteration.) Connecting with Royal Mail Atlantic Steamers.

From Hongkong	From Quebec
"EMPIRE OF INDIA".....Sat., July 1.	"EMPIRE OF IRELAND".....Fri., July 28.
"EMPIRE OF JAPAN".....Sat., July 22.	"ALLAN LINE".....Fri., Aug. 18.
"EMPIRE OF CHINA".....Sat., Aug. 12.	"EMPIRE OF BRITAIN".....Fri., Sept. 8.
"EMPIRE OF INDIA".....Sat., Sept. 2.	"ALLAN LINE".....Fri., Sept. 29.
"EMPIRE OF JAPAN".....Sat., Sept. 23.	"EMPIRE OF IRELAND".....Fri., Oct. 20.

"Empire" Steamers will depart from Hongkong at 6 p.m.

"Monteagle".....12 noon.

Each Trans-Pacific "Empire" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empire of Britain" and "Empire of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States, and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port of New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line).....£71.10/-.

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SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Servants located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families.

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Corner Peel Street and Praya (opposite Blake Pier).

HONGKONG STEAM
NAVIGATION CO., LD.

(Projected Sailings from Hongkong.—Subject to Alteration.)

For	Steamship	On
MANILA.....	LOONGSANG	Saturday, 1st July, 2 p.m.
SINGAPORE, PENANG, & CALOUTTA.....	LAISANG	Saturday, 1st July, Noon.
MANILA.....	YUENSANG	Saturday, 8th July, 2 p.m.

RETURN TOURS TO JAPAN, (Occupying 21 days).

The steamers "Katsang," "Nan-ang," and "Fook-ang," leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Choofoo, Tientsin and Newchwang.

† Taking Cargo on Through Bills of Lading to Kuddat, Lahad Dato, Singapore, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to **JARDINE MATHESON & CO., LD.**
Telephone No. 215.
Hongkong, 30th June, 1911.

BANK LINE, LTD.

PROPOSED SAILINGS FROM HONGKONG FOR
VANCOUVER, SEATTLE AND PORTLAND (Or.) via
SHANGHAI AND JAPANESE PORTS.

Steamer	Tons	Captain	On or about
"LUERIC".....	6,400	J. Mathie.....	30th June

* Not calling at Shanghai.

To be followed by other steamers of the Company at regular intervals.

The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, and Central and South America. Will call at Amoy and Keelung if sufficient inducement offers.

The Steamer of the Line are of the most modern type, have excellent accommodation for passengers and a limited accommodation for Cabin passengers; they are fitted throughout with Electric Light, the "Lucerin" and "Ororio" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Ports.

For Rates of Freight or Passage apply to—
THE BANK LINE, LIMITED,
KING'S BUILDING, Praya Central.

Telephone No. 780.
Hongkong, 20th May, 1911.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA, CHINA AND JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tjilatjap.....	JAVA	1st half July	SHANGHAI	1st half July
Tjibodas.....	JAVA	1st half July	SHANGHAI	1st half July
Tjitaroem.....	JAVA	1st half July	SHANGHAI	1st half July
Tjilwang.....	JAVA	2nd half July	SHANGHAI	2nd half July
Tjilhoi.....	JAVA	2nd half July	SHANGHAI	2nd half July
Tjipanas.....	JAVA	2nd half July	SHANGHAI	2nd half July
Tjikini.....	JAVA	1st half Aug.	SHANGHAI	1st half Aug.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of cabin passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the
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Projected Sailings from Hongkong—Subject to Alteration.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1911
MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.....	HITACHI MARU, Capt. T. Yamawaki, Tons 7,000 MIYASAKI MARU, Capt. T. Murai, T. 3,000	SUNDAY, 9th July, at Daylight. WEDNESDAY, 19th July, at Daylight.

VICTORIA, B.C. & SEATTLE.....	KAMAKURA MARU, Capt. B. Kou, Tons 7,000	SATURDAY, 15th July, from KOBE
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VICTORIA, B.C. & SEATTLE via KAMELUNG, SINGAPORE, MOJI, KOBE, YOKKAICHI, SUZUKI & YOKOHAMA.....	TAMBA MARU, Capt. K. Noda, Tons 7,000 AWA MARU, Capt. Irizawa, Tons 7,000	TUESDAY, 18th July, at 1 p.m. TUESDAY, 16th Aug., at 4 p.m.
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SYDNEY & MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.....	NIKKO MARU, Capt. M. Yagi, Tons 6,000 KUMANO MARU, Capt. M. Winkler, Tons 7,000	FRIDAY, 7th July, at Noon. FRIDAY, 4th Aug., at Noon.
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KOBE and YOKOHAMA.....	IYO MARU, Capt. R. Takeda, T. 7,000	THURSDAY, 6th July, a.m.
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KOBE & YOKOHAMA.....	KUMANO MARU, Capt. M. Winkler, Tons 6,000	TUESDAY, 4th July, at Noon.
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SHANGHAI & KOBE.....	COLOMBO MARU, Capt. Salter, Tons 5,000	WEDNESDAY, 5th Aug., at 4 p.m.
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BOMBAY via SINGAPORE & COLOMBO.....	BOMBAY MARU, Capt. J. Toranika, Tons 5,000	TUESDAY, 11th July.
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† Pitted with new system of wireless telegraphy. ‡ Cargo only.

* Carries deck passengers. † Calling at Djibouti.

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Special Excursion Tickets (1st & 2nd class) available for 3 months.

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RETURN.	RETURN.	RETURN.	RETURN.	RETURN.
1st Class.....	\$120	\$110	\$100	\$90
2nd	\$80	\$70	\$60	\$50

With option of rail between steamers calling ports in Japan.

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From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

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T. KUSUMOTO,
Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS.	To
AMOI & SHANGHAI.....	"YUNNAN".....	1st July, 4 p.m.
SHANGHAI.....	"CHINCHUA".....	1st "M'night"
HAIPHONG.....	"SUNGKIANG".....	3rd "Noon"
MANILA, CEBU & ILOILO.....	"TEAN".....	5th "4 p.m."
SHANGHAI.....	"ANHU".....	6th "4 p.m."
TIENTSIN.....	"HUICHOW".....	8th "4 p.m."
MANILA, CEBU & ILOILO.....	"KAIFONG".....	11th "4 p.m."

DIRECT SAILING TO WEST RIVER, Twice Weekly.
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† MANILA LINE—Twin Screw Steamers "Teon" and "Taming," saloon accommodation amidships; electric fans fitted; extra state-rooms on deck, aft. saloon accommodation of a.s. "Kallong" is situated on deck, aft.

† SHANGHAI LINE—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chenan, Lian, Chinkua)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at ten o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares:—\$45 single, \$80 return.
For Freight or Passage apply to

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Hongkong, 30th June, 1911.

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EAST ASIATIC SERVICE,

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Next Sailings from Hongkong:

OUTWARD.	HOMEWARD.
For Shanghai, Kobe & Yokohama:	For Havre, Bremen & Hamburg:
S.S. Spezia.....1st July	"Slovakia".....8th July
"Silezia".....12th July	For Rotterdam, Hamburg & Antwerp:
"Ambria".....28th July	S.S. "Brasilia".....8th July
"Alesia".....9th Aug.	For Marseilles, Havre & Hamburg:
"Sengambia".....26th Aug.	S.S. "Silvia".....21st July
"Suevia".....6th Sept.	For Havre & Hamburg:
	S.S. "Spezia".....3rd Aug.
	For Rotterdam & Hamburg:
	S.S. "Brigatin".....7th Aug.

For Further Particulars, apply to—
Hamburg-Amerika Linie,
Hongkong Office.

Hongkong, 30th June, 1911.

HONGKONG—
PHILIPPINES.
PHILIPPINES
STEAMSHIP CO.

Steamship.	Tons.	Captain.	For	Sailing Date.
RUBI.....	4000	S. Crosby	MANILA, CEBU & ILOILO	MONDAY, 10th July, 4 p.m.
ZAFIRO.....	4000	M. G. Smith	MANILA, CEBU & ILOILO	

For Freight or Passage apply to
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GENERAL MANAGERS.

Hongkong, 21st June, 1911.

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Electric Light, Extra Cabin, and Wireless Telegraphy.

For	Steamship	Captain	Tons	Leaving
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Telephone 118.
Hongkong, 12th June, 1911.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

Steamers	Arrive Hongkong from Australia	Leave Hongkong for Australia
EASTERN.....	26th June	Saturday, July 8.
EMPIRE.....	3rd July	" " July 22.
ST. ALBANS.....	28th July	" " Aug. 19.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

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Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines for Europe.

PROPOSED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION.)

Steamer	Tons	Captain	Date of Sailing
America Maru.....	11,000	A. O. Stevens	Friday, July 21, Noon
Tenyo Maru.....	21,000	E. Post	Friday, July 28, Noon
Nippon Maru.....	11,000	H. S. Smith	Friday, Aug. 18, Noon

† Triple Screw, turbine engines. * Twin Screw.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Fan Office.

The Twin Screw Steamer "AMERICA MARU" will be despatched for SAN FRANCISCO via KEMUNO, SHANGHAI, NAGASAKI, KOBE, SHIMODA, YOKOHAMA and HONOLULU on FRIDAY, the 1st July, at Noon.

For Further Particulars as to Passage and Freight, apply to
K. MATSUDA, Local Manager
KING'S BUILDING (Opposite Blake Pier)

Telephone No. 35.
Hongkong, 30th June, 1911.

COMMERCIAL

INDIA

The Sugar Trade.

Calcutta, June 8.—The sugar merchants of Calcutta are having an anxious time. Prices of sugar have fallen considerably and the market has two and a half lakhs of bags of old stock unsold. To make matters worse new shipments of sugar, despatched in May from Java, are expected in a day or two, and will increase the stock already in the market by about three lakhs. As a matter of fact, four of the large importers in Calcutta have already sold no less than about eleven lakhs of bags of sugar from June to December shipments. They are even now willing to sell more, but buyers are holding off. The amount out of new shipments already purchased by merchants was bought in anticipation of a brisk demand for sugar, but the merchants were not able to work off the old stock. There are no indications so far of extensive purchasers in the bazar.

Karachi Freight Market.

Karachi, June 8.—The freight market has been very quiet and shippers have shown no desire to take up tonnage. The feeling is distinctly quieter and a charter for June has been put through at home at 15s. 9d. for picked ports goes to show that owners are ready to accept lower prices than those recently paid.

Up-country wheat markets are uncertain and much will now depend upon the advance of the rains. Any undue delay of or abnormal conditions in the monsoon current would result in native holders refusing to sell their stocks and this would probably bring about a sharp decline in freights such as was experienced at this time last year. Anyway, shippers are at the moment proceeding very cautiously.

Shanghai Stock Exchange.

The following were the quotations on the Shanghai Stock Exchange on the 23rd inst.

Shanghai Ice Co. S. & L. Co., Ltd. 12.50 cash.

Gula-Kalumpung Rubber Estates, Ltd. 12.25 cash.

Sonawang Rubber Estates Co., Ltd. 31 September.

Banks \$917.1-2 cash.

French Municipals 6 per cent. 103 cash.

Anglo-Dutch 95 cts. cash.

Kota Bahroes 5 cts. cash.

Semangbus 60 cts. cash.

Messrs. Hale and Co.'s Circular.

Messrs. Wm. G. Hale and Co. in their circular of the 24th June state that owing to a better demand from Java and Europe, the prices of rice have stiffened and the market closes firm with a rising tendency. The tonnage charges are 10-11 cents to Hongkong, 11-12 cents to Singapore, 24-25 cents to Philippines, 21-22 cents to Java, 21-22 cents to Japan. The following are the charter settlements:—British steamer Kumohow, 42,000 piculs to Singapore at 10 cents per picul rice; British steamer Taiwan, 36,000 piculs to Singapore at 15 cents per picul rice; German steamer Chinsing, 38,000 piculs to Singapore at \$4.800 in full; German steamer Marie, 40,000 piculs to Hongkong 11 cents per picul rice; German steamer Chinsing, 38,000 piculs to Singapore at \$4.500 in full; French steamer Kampat, 10,000 piculs to Singapore at 15 cents per picul rice.

CHINESE IN THE
STRAITS.

The annual report of the Secretary for Chinese Affairs, Straits Settlements, has been issued and shows that in 1910 the immigrants from China numbered 216,321, of whom 23,935 obtained free passages to the Colony in consideration of entering into contracts for service. Cantonese predominate and by far the largest number of contracts signed for work in Singapore and the Federated Malay States, Netherland Indies, coming second North Borneo and other British dependencies, and Chinese third and the F.M.S. fourth.

LOG BOOK.

Sold to Japanese.

The Norwegian steamer Hydra, of 1,333 tons gross, and 831 tons net register, has been sold to Japanese, with delivery in the Far East. She was built at Newcastle, in 1890, with dimensions 237.1-ft. by 35.1-ft. by 18-ft. The steamer Eskdale of 2,096 tons gross and 1,926 tons net register, owned by Messrs. R. Mackill & Co., Glasgow, has been sold to Japanese buyers, with delivery in the Far East. She was built at Glasgow in 1893. Her dimensions are:—320 ft. by 42.1-ft. by 20.9-ft.

Lunatic in Lighthouse.

A telegram from Miyegish ku light station, in the Loochoo Islands, reports that a lunatic found his way into the lighthouse and destroyed the lighting apparatus, in consequence of which the light could not be exhibited.

Cargo Junk Sunk.

While coming round the Garden Road shortly after noon on June 21 the China Navigation steamer "Wenchow" ran into and sank a cargo junk that was manœuvring across her bows. The crew of the junk were rescued by sampans that were in the vicinity.

A Decoration.

His Majesty the King has been pleased to approve of the award to Captain E. H. Pratt, R.N.R., of the decoration of the Royal Naval Reserve.

On the Yangtze.

The water in the Yangtze has risen rapidly and the banks in the vicinity of Wills and Graveyard Islands are reported to be flooded, entailing extra caution in the navigation of the river which, at this season, owing to the delamination of the banks becomes a task of even greater difficulty than during the low water season.

Taku Bar.

Vessels crossing the bar at Taku complain that the water hoisted by the signal staff does not agree with the water actually found in the channel according to "Leading Light." Were the actual water more than that signalled, shipmasters and pilots would have title to complain of, but it is asserted that the signals often indicate a greater depth of water than is actually found in the Ferguson Channel.

Loot from the Asia.

The China Navigation steamer "Asia" brought up from Ningpo a quantity of gunnies, valued at 1,000 taels, which had been recovered from the looters of the steamer Asia. The loot was handed to one of the neighbouring islands by the officers of a Chinese junkboat that had been dispatched to the scene and after some resistance on the part of the villagers a landing party that had been sent after it was allowed to take possession of the loot which was then taken to Ningpo and transferred to Peking.

Abstract of Foreign Trade.

Total Number and Tonnage of Foreign Steamers and Sailing Vessels which have called at the port of Bangkok during the month of May 1911.

Nationality of Flag	No.	Tonnage
German	26	28,499
Norwegian	24	19,020
British	0	6,234
French	2	752
Dutch	1	1,110
Total	53	54,104

The biggest steamer in port during the month, was the Siamese "Pangan," 2,234 net register, assigned to Messrs. the Siam Navigation Co., Ltd. The Canadian Shipbuilding Yard, New York, June 9.—It has been reported that a large shipbuilding company is to be established in Canada. The capitalists are reported to be Englishmen and Americans. The company is to build warships of 30,000 tons each.—"Osaka Asahi."

Int'mations

WM. POWELL, LIMITED.

GENTS' OUTFITTERS.

THE "HUSSAR" COLLAR

\$5.00 per doz.

In all depths from 1 1/2 in. to 3 in.

PERFECT FITTING.

THESE COLLARS are HAND DRESSED assuring a perfect fit and a longer period of wearing than machine ironed.

WM. POWELL, LIMITED, 28, Queen's Road, Hongkong, 16th June 1911. [1018]

PEAR TRAMWAYS CO., LIMITED.

TIME TABLE.

WEEK DAYS.	7.00 a.m. to 8.00 a.m. Every 15 min.
8.00 a.m. to 10.00 a.m.	10 min.
10.00 a.m. to 11.00 a.m.	15 min.
11.30 a.m. to 12.45 p.m.	15 min.
12.45 p.m. to 1.15 p.m.	10 min.
1.15 p.m. to 1.45 p.m.	15 min.
1.45 p.m. to 2.15 p.m.	10 min.
2.15 p.m. to 5.00 p.m.	15 min.
5.00 p.m. to 8.10 p.m.	10 min.

NIGHT CARS.

8.15 p.m. and 9 p.m. 9.45 p.m. to 11.30 p.m. every 15 min. or.

SUNDAYS.

8.00 a.m. to 10.30 a.m. every 15 min.	10 min.
10.30 a.m. to 11.00 a.m.	10 min.
11.45 a.m. to 12.00 noon	15 min.
12.00 noon to 1.00 p.m.	10 min.
1.00 p.m. to 5.00 p.m.	15 min.
5.00 p.m. to 6.00 p.m.	10 min.
6.00 p.m. to 7.00 p.m.	15 min.
7.00 p.m. to 8.10 p.m.	10 min.

NIGHT CARS as on Week Days SATURDAYS. Extra Cars at 11.45 p.m.

SPECIAL CARS.

By Arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.

JOHN D. HUMPHREYS & SON, General Managers, Hongkong, 16th June 1911.

DRAGON CYCLE

DEPOT, ELECTRICIANS.

Steam, Oil, Gas and Motor Engineers and Rickshaw Builders.

REPAIRS TO

Typewriters, Bicycles, Phonographs, and all kinds of Electric Goods and Machinery

'PHONE 482.

No. 63, Des Voeux Road Central

Managing Proprietor: C. LAURITSEN.

41] SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work, Electrical Drives, Hydraulic & Pneumatic Tools installed throughout the Works.

GRAVING DOCK 787 ft. by 88 ft. by 34 ft. 6 in. Pumps empty Dock in 3-4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT SHOPS RANGING UP TO 100 TONS.

Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.

MANAGERS AND AGENTS: BUTTERFIELD & SWIRE HONGKONG, CHINA & JAPAN.

TAIKOO DOCKYARD & ENGINEERING CO. OF HONGKONG, LIMITED. TAIKOO DOCKYARD, HONGKONG.

50-ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets and Metal Specimens.

TAIKOO DOCKYARD & ENGINEERING CO. TAIKOO DOCKYARD, HONGKONG.

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Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR STRAITS TO SAIL ON REMARKS.

SHANGHAI, MOJI, KOBE, & YOKOHAMA. Capt. D. C. G. 2nd July. Daylight. Freight and Passage.

SHANGHAI. Capt. G. W. Cockburn. 6th July. Freight and Passage.

LO'DON, VIA USUAL PORTS OF CALL. Capt. E. P. Martin, R.N. 8th July. Noon. See Special Advertisements.

LONDON & ANTWERP. Capt. W. P. G. Fox. 13th July. Freight and Passage.

For Further Particulars, apply to P. & O. S. N. Co.'s Office, Hongkong, 29th June, 1911.

E. A. HEWETT, Superintendent.

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NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR STRAITS TO SAIL ON REMARKS.

NAIPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG. Capt. J. Rundermann. 17,000. WEDNESDAY, 12th July, at Noon.

SHANGHAI, NAGASAKI, KOBE and YOKOHAMA. Capt. J. Rundermann. 17,000. About WEDNESDAY, 12th July.

MANILA, YAP, ANGAUR, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE. Capt. F. Brunning. 6,000. SATURDAY, 15th July, at 4 p.m.

KUDAT & SANDAKAN. Capt. F. Seubill. 5,050. Middle of July.

All the steamers of the Imperial Line are fitted with Wireless Telegraphy. New System of Telefunken.

For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & CO., GENERAL AGENTS, HONGKONG and CHINA. Hongkong, 29th June, 1911.

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A. P. JEANNOU, 5, Queen's Road Central.

Just arrived a Large Stock from Italy, MACARONI, VERMICELLI and SPAGHETTI, in Packets of 1 lb. and in Boxes of 45 lbs. [1022]

THOS. COOK & SON, Tourist, Steamship and Forwarding Agents, Bankers, &c.

Head Office for the Far East:—16, DES VOEUX ROAD, HONGKONG

SHANGHAI: 2-8, Foochow Road. YOKOHAMA: 32, Water Street.

TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD. BAGGAGE collected, forwarded and insured at lowest rates. LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged. 392] Chief Office:—LUDGATE CIRCUS, LONDON, E.C.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work, Electrical Drives, Hydraulic & Pneumatic Tools installed throughout the Works.

GRAVING DOCK 787 ft. by 88 ft. by 34 ft. 6 in. Pumps empty Dock in 3-4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results

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50-ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets and Metal Specimens.

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MANAGERS AND AGENTS: BUTTERFIELD & SWIRE HONGKONG, CHINA & JAPAN.

Shipping-Steamers.

DOUGLAS STEAMSHIP CO. LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHEW AND RETURN. (Occupying 2 to 10 days.)

HAIRMAN. Capt. J. W. Evans. SUNDAY, 2nd July, at 10 a.m.

HAIRMAN. Capt. J. S. Rouch. FRIDAY, 7th July, at 11 a.m.

During the months of JULY and AUGUST, RETURN TICKETS available for three months will be issued at a reduction of 20% on the usual rate to Foochow.

Steamers will arrive at, and depart from the Co.'s Wharf near Blake Pier. For Freight and Passage, apply to

Douglas, Lapraik & Co., General Managers.

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Consignees

"JEN" LINE OF STEAMERS

NOTICE TO CONSIGNEES.

S.S. "BENLARI," FROM ANTWERP, LEITH, LONDON & STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Under-

signed.

Optional Cargo will be carried on unless notice to the contrary be given to-day.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th inst., at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 23rd June, 1911. [1224]

"INDRA" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM NEW YORK via SUEZ CANAL.

THE Steamship

"INDRADEO"

having arrived from the above port, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Under-

signed.

Goods not cleared by the 2nd prox. at 6 p.m., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd prox., at 9.30 a.m.

Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by

JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 26th June, 1911. [1230]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZESS ALICE,"

having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th of July, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th of July, at 9.30 a.m.

All claims must reach us before the 8th of July, 1911, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

THE STEAMER BRINGS CARGO.

Ex s.s. "Barbarigo" from Venice.

NORDDEUTSCHER LLOYD, MELCHERS & CO., General Agents.

Hongkong, 27th June, 1911. [1237]

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To Sail



The Peninsular & Oriental Steam Navigation Company.

STEAM FOR STRAITS, CHINA, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BRITISH, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"DELTA,"

Captain E. P. Martin, carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on

SATURDAY, the 8th July, 1911, at Noon, taking passengers and Cargo in connection with the Company's s.s. "Marmora," 10,500 tons, from Colombo, passengers' accommodation in which vessel is ample before departure from Hongkong.

Gold and Valuables, all cargo for Europe and America (under arrangement) will be shipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay by the s.s. "Egypt," due in London on the 20th August, 1911.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 24th June, 1911. [1230]

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON & ANTWERP.

THE Steamship

"DENBIGHSHIRE,"

Captain Cochran, will be despatched as above about 11th prox.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

COMMERCIAL.

EXCHANGE.

Selling.	
London—Bank T.T.	1/9 1/4
Do. Demand	1/9 9/16
Do. 4 months sight	1/9 1/2
France—Bank T.T.	2/27
America—Bank T.T.	43 1/4
Germany—Bank T.T.	1.88
India T.T.	134 1/4
Do. Demand	184 1/4
Shanghai—Bank T.T.	74 1/2
Sing.—Bank T.T. per L.K. \$100 70%	
Japan—Bank T.T.	88 1/4
Java—Bank T.T.	107 1/2
Buying.	
4 months sight L/C.	1/9 1/4
6 months sight L/C.	1/10
80 days sight per L.K. & N. York 44 1/2	
4 months sight do.	45 1/2
80 days sight Sydney & Melbourne	1/10 1/4
4 months sight France	2.83 1/2
6 months sight do.	2.84 1/2
4 months sight Germany	1.87 1/2
Bar Silver	24 5/16
Bank of England rate	3 1/2
Sovereign	\$11.03

POST OFFICE.

Only fully prepaid letters and post-cards are transmissible by the Siberian Route to Europe.

Per S.S. Taisan with the Siberian Mail is due to arrive here to-morrow afternoon.

A Mail will close for:—
Singapore, Penang, and Calcutta—Per Laisang, 1st July, 11 A.M.
Cheribon, Samarang and Sourabaya—Per Quarta, 1st July, 11 A.M.
Singapore—Per Ekaterinoborsk, 1st July, 11 A.M.
Moji, Kobe, Yokohama, Victoria, Vancouver, Seattle and Portland (Or.)—Per Luceria, 1st July, 11 A.M.

Manila, Cebu and Iloilo—Per L. R. Yanco, 1st July, 11 A.M.
Manila, Cebu and Iloilo—Per Loong-sang, 1st July, 1 P.M.
Macao—Per Sui Tai, 1st July, 1.15 P.M.
Amoy and Shanghai—Per Yunnan, 1st July, 3 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (R.C.) (Siberian Mail to Moscow) Per Yunnan, 1st July, 5 P.M.
Shanghai—Per Chialun, 1st July, 5 P.M.

Swaow, Amoy and Foshow—Per Haiman, 2nd July, 9 A.M.
Swatow, Amoy and Tamsui—Per Daigimaru, 2nd July, 9 A.M.

Haiphong—Per Sungkiang, 3rd July, 9 A.M.

Macao—Per Sui Tai, 3rd July, 1.15 P.M.

Kobe and Yokohama—Per Kumamari, 4th July, 10 A.M.

Europe, &c., India via Tutuorin—Per Kikui, 4th July, 11 A.M.

Macao—Per Sui Tai, 4th July, 1.15 P.M.

Batavia, Cheribon, Samarang and Sourabaya—Per Tjilatjap, 5th July, 11 A.M.

Manila, Cebu and Iloilo—Per Tosa, 5th July, 3 P.M.

Shanghai—Per Anhui, 6th July, 3 P.M.

Swatow, Amoy and Foshow—Per Haiman, 7th July, 10 A.M.

Manila, Cebu and Iloilo—Per Kaitong, 11th July, 3 P.M.

Europe, &c., India via Tutuorin—Per Yoko, 12th July, 11 A.M.

Keelung, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per Mongolia, 15th July, 10 A.M.

Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle—Per Nikko-maru, 7th July, 11 A.M.

Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle—Per Eastern, 8th July, 10 A.M.

Europe, &c., India via Tutuorin—Per Delta, 8th July, 11 A.M.

Manila, Cebu and Iloilo—Per Yuen-sang, 8th July, 1 P.M.

Tientsin—Per Hui-chow, 8th July, 3 P.M.

Manila, Cebu and Iloilo—Per Rabi, 10th July, 3 P.M.

Manila, Cebu and Iloilo—Per Kaitong, 11th July, 3 P.M.

Europe, &c., India via Tutuorin—Per Yoko, 12th July, 11 A.M.

Keelung, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per Mongolia, 15th July, 10 A.M.

Manila, Cebu and Iloilo—Per Yuen-sang, 8th July, 1 P.M.

Tientsin—Per Hui-chow, 8th July, 3 P.M.

Manila, Cebu and Iloilo—Per Rabi, 10th July, 3 P.M.

Manila, Cebu and Iloilo—Per Kaitong, 11th July, 3 P.M.

Europe, &c., India via Tutuorin—Per Yoko, 12th July, 11 A.M.

Keelung, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per Mongolia, 15th July, 10 A.M.

Manila, Cebu and Iloilo—Per Yuen-sang, 8th July, 1 P.M.

Tientsin—Per Hui-chow, 8th July, 3 P.M.

SHIPPING NEWS.

MAIL DUE.

Pacific (Mongolia) 7th prox.

ARRIVALS.

Anchorage, Br. s.s., 2,530, M. B. Reid, 20th June—New York 15th April, Case Oil—S. O. Co.
Ohow Tai, Ger. s.s., 1,115, W. Rohrer, 20th June—Dangkok 21st June, Rice and Meal—B. & S.

Mathilde, Ger. s.s., 881, Chr. Uldrup, 30th June—Haiphong and Hoibow 20th June, Rice and Gen.—J. & Co.
Haimun, Br. s.s., 641, J. W. Evans, 30th June—Swatow 20th June, Gen.—D. L. & Co.

Teau, Br. s.s., 1,340, A. W. Outerbridge, 30th June—Manila 27th June, Gen.—B. & S.
Fukui Maru, Jap. s.s., 3,087, Tomioka, 30th June—Moji 24th June, Coal—M. B. K.

Cheong Shing, Br. s.s., 1,252, Liddell, 30th June—Canton 29th June, Gen.—J. M. & Co.
Hoibow, Br. s.s., 896, G. Langford, 30th June—Swatow 20th June, Gen.—B. & S.

CLEARANCES AT THE HARBOUR OFFICE.

Cheong-shing, for Swatow.
Zadto, for Manila.
Buephihis, for Newchwang.
Haiching, for Swatow.
Auchonraig, for Whampoa.
Nanchang, for Swatow.

DEPARTED.

June 30.
Chiyu-maru, for San Francisco.
Haching, for Coast Ports.
Zadto, for Manila.
Hanyang, for Canton.
Chialun, for Canton.
Nanchang, for Newchwang.
Gregory Apear, for Shanghai.
Ceylon, for Singapore.
Troos, for Tamsui.
Rajaburi, for Singapore.

PASSENGERS ARRIVED.

Per Teau, arrived 30th June, from Manila:—
Crow, H. T. F. Jones, H. C.
Cory, A. E. Louis
Hellig, John Minnelli, D.

VESSELS IN PORT.

Steamers.
Anglin, Ger. s.s., 1,005, Chr. Kumpel, 19th June—Bangkok 11th June, Rice—B. & S.
Bucephalus, Br. s.s., 1,140, Cavaque, 28th June—Singapore 22nd June, Gen.—Chitusa.
Chikar, Br. s.s., 1,102, H. Nielsen, 29th June—Bangkok 21st June and Swatow 28th June, Gen. T. & Co.
Daigi Maru, Jap. s.s., 840, H. Murayama, 29th June—Swatow 28th June, Gen. O. F. K.

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By Order, "HONGKONG TELEGRAPH."

Hongkong, 22nd December, 1908.

Devavongse, Ger. s.s., 1,050, E. Gathemann, 20th June—Bangkok 20th June, Rice and Meal—B. & S.
Empress of India, Br. s.s., 3,940, E. Beetham, 22nd June—Vancouver 31st May and Shanghai 20th June, Mails and Gen.—O. P. R. Co.

Fallo of Monaca, Br. s.s., G. H. Pike, 19th June—from Philadelphia Korosius Oil—S. O. Co.
Hudson Maru, Jap. s.s., 2,320, Tozawa, 23th June—Moji 22nd June, Coal—A. & Co.

Lai Sang, Br. s.s., 2,225, E. J. Tadd, 23rd June—Singapore 17th June, Gen.—J. M. & Co.
Loong Sang, Br. s.s., 1,091, G. W. G. Lovk, 27th June—Manila 21st June, Gen.—J. M. & Co.

Luis R. Jangco, Am. s.s., 209, Tiongsan, 24th May—Manila 20th May, Sugar—R. Basa.
Mario, Ger. s.s., 1,109, Schlickie, 23rd June—Saigon 19th June, Rice—J. & Co.

Phuam Penh, Br. s.s., 1,065, C. E. Pigo, 28th June—Saigon 23rd June and Gen.—W. Pat Sing.
Rajah, Ger. s.s., 1,275, H. C. Reher, 21st June—Rajang (Sarawak) 18th June, Timber—B. & S.

Itikal, Br. s.s., 2,744, J. Henning, 22nd June—Manila 18th June, Ballast—Orion.
Shihun Maru, Jap. s.s., 3,178, K. Lyond, 27th June—Moji 21st June, Gen.—A. & Co.

Sungkiang, Br. s.s., 997, Matthias, 29th June—Haiphong 27th June, Gen.—B. & S.
Tjilatjap, Dutch s.s., 2,170, A. W. L. Roy, 24th June—Java Ports 14th and Swatow 23rd June, Sugar—J. O. J. L.

SAILING VESSEL.

Eclipse, Br. 4-masted Barque, 2,996 White, 24th June—Canton 28th June, Ballast—Standard Oil Co.

SHIPS PASSED THE CANAL.

2nd June—Bellerophon, Benluch, Benluch, Denonira, Kabinga, Palma, Patroclus, Saxonis, Syria, Tourane, Indrades, 6th June—Ordgashiro, Libaria, Nippon, Patroclus, Villa de la Cistal, 9th June—Aki Maru, Indrades, 13th June—Baron Andros, 13th June—Monte, 16th June—Australia, Katina, Nore, Silesia, Telamon, Wray Castle, 20th June—Agamemnon, Australia, Benluch, Lutaw, Perona, Sieflia, Baron Andros, 27th June—Ambria, Arno and Bahic, Astyanax, Bu'on, Carinathicashiro, Pritashiro, Hirono Maru, Jason, Meiam, Sachon, Mishima Maru, Yama, Neekar.

Arrivals at Home—2nd June—Kin-luck, Prinz Ludwig, 6th June—Chazee, Pello, 9th June—Senegambia, Tourane, 13th June—Idomeneus, Patroclus, Rheinfels, 18th June—Aki Maru, 20th June—Glamorgan-shire, 26th June—Australian, Belgravia, Mencon, Senrei, Tranquebar.

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